Amendments to the Claims:

Please cancel claims 1 to 6 as presented in the underlying International Application No. PCT/EP2004/010565 without prejudice.

Please add the following new claims as indicated in the listing of claims below.

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1 to 6 (canceled).

Claim 7 (new): A brake system comprising:

a front-axle brake circuit having a load emptying valve and front axle brake cylinder, the load emptying valve influencing a brake pressure at the front axle brake cylinders; and

a rear-axle brake circuit having an automatic load-dependent brake pressure regulator and rear axle brake cylinders, a brake pressure at the rear axle brake cylinders being influenced as a function of a load acting on a rear axle;

a fluid connection, the load emptying valve having a control inlet connected to the rear-axle brake circuit via the fluid connection;

a check valve provided in the fluid connection between the load emptying valve and the rear-axle brake circuit; and

a controller, the check valve being switched to a shutoff position when a brake slip regulating process is carried out at the rear axle by the controller so that the fluid connection from the load emptying valve in a direction of the rear axle brake cylinders is shut off;

the check valve including an integrated nonreturn valve, the nonreturn valve, in the shutoff position of the check valve, being connected to the fluid connection and preventing a drop in pressure at the control inlet of the load emptying valve, and permitting a rise in pressure at the control inlet of the load emptying valve.

Claim 8 (new): The brake system as recited in claim 7 wherein in order to adapt the

pressure at the control inlet of the load emptying valve to a current brake pressure at the rear axle brake cylinders, the check valve can be switched in a defined fashion from the shutoff position into a nonblocking position of rest.

Claim 9 (new): The brake system as recited in claim 7 further comprising another valve, the check valve being integrated into the other valve.

Claim 10 (new): The brake system as recited in claim 9 wherein the other valve is a service-brake valve or a relay valve supplying the rear axle with supply pressure of the brake system.

Claim 11 (new): The brake system as recited in claim 7 wherein the automatic load-dependent brake pressure regulator carries out the brake slip regulating process carried out at the rear axle.

Claim 12 (new): The brake system as recited in claim 7 wherein the brake system is a utility vehicle brake system.